

**YARRIAMIACK SHIRE COUNCIL  
CLASSIFICATIONS FOR ROAD HIERARCHY**

**TABLE A**

HIERARCHY	FUNCTION	CLASSIFICATION CODE	EXISTING SURFACE	TARGET CONSTRUCTION STANDARD	INSPECTION FREQUENCY
Rural Link Road	A road that provides a strategic link between two towns, two districts or a combination thereof. A significant percentage of traffic is not local traffic. Also includes roads linking major industrial sites to towns or to roads of higher classification.	RL 1	Sealed	<b>SEALED SURFACE</b> Generally the road width will conform to one of two standard widths. <b>Type A:</b> Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. <b>Type B:</b> Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources.  <i>Note:</i> On selected roads with a large number of heavy vehicles Council may elect to provide a road with seal width greater than 6.2m.  <b>GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE</b> Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: <b>Type A:</b> Pavement width 5.0 m and formation width 8.5 m. <b>Type B:</b> Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register.  In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m).  Roads to be upgraded from gravel to seal in the next five years will be identified in Council's capital works program. Any roads identified for seal widening will also be identified in the 10 year capital works program.	6 monthly
Rural Collector Road	A road that provides, or is part of a secondary link between two areas, two roads of a higher classification or a combination thereof. Collector roads also collect traffic from access roads and channel it to roads of higher classification. Many of these roads form a "grid" for all weather access across the shire. Traffic is usually a mix of local and non-local. This category can also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc.	RC 1	Sealed	<b>SEALED SURFACE</b> Generally existing sealed collector roads will remain at the current width until the pavement requires reconstruction. If the pavement is to be reconstructed the road will conform to one of two standard widths. <b>Type A:</b> Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. <b>Type B:</b> Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources.  Traffic volumes on some of these roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is not justified, the road will be "deconstructed" to unsealed collector road standard.  <b>GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE</b> Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: <b>Type A:</b> Pavement width 5.0 m and formation width 8.5 m. <b>Type B:</b> Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register.  In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m).  Roads to be upgraded from natural surface to gravel in the next 10 years will be identified in Council's 10 year capital works program.	12 monthly
		RC 2	Gravel	<b>GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE</b> Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: <b>Type A:</b> Pavement width 5.0 m and formation width 8.5 m. <b>Type B:</b> Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register.  In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m).  Roads to be upgraded from natural surface to gravel in the next 10 years will be identified in Council's 10 year capital works program.	
Rural Access Road (Primary).	A road that is designated primary all weather access to 1 or more occupied farm houses. (The house(s) must be the primary place of residence* of the occupant). This category may also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc. No significant through traffic.	RA 1 RA 2 RA3	Sealed Gravel Earth	<b>GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE.</b> For gravel roads the width will conform to one of two standard widths: <b>Type A:</b> Pavement width 5.0 m and formation width 8.5 m. <b>Type B:</b> Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced.  Traffic volumes on some of the existing sealed primary access roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is justified the road will be reconstructed to Type B specification, if Council decides that seal is not justified, the road will be "deconstructed" to unsealed primary access road standard.  In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be considered adequate.  <b>Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	24 monthly  Bus routes inspected 12 monthly and/or upon request.
Rural Access Road (Secondary).	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) Road but is used on a regular basis to provide access to the property for farming purposes or to a centre of business enterprise (E.g. Grain Receival/Major On Farm Storage facilities, Major Hay Storage Facilities or Transport Company).  Also includes roads maintained to a higher standard in accord with clause 5 of this hierarchy. Such roads will assume the "Target Construction Standards" of Rural Access (Primary) Roads whilst they are being provided to the higher standard.	RA 4 RA 5	Gravel Earth	<b>EARTH FORMATION.</b> Formed from material existing on site. Traffic volumes on most of the existing sealed secondary access roads are small. When the existing pavement reaches the end of its life, it is unlikely there will be justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 2 of this hierarchy and Council's policy for evaluation of sealed roads. A number of the roads will be "deconstructed" to "earth formation" standard.  When the pavements of existing gravel roads in this classification reach the end of their life they will not be resheeted. The road will be reformed as an earth formation.  Nominal width for an earth formation shall be 6.0 metres.  <b>Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	Upon request  Bus routes inspected 12 monthly and/or upon request.
Rural Access Road (Minor).	A road used occasionally (but not regularly) for farm access. Any other rural road with minimal use.	RA 6	Earth	<b>NO CONSTRUCTION</b> Unformed road on natural surface only.  <b>Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	Upon request
Urban Commercial Centre and Collector Roads.	A road in the main commercial centre of a town providing access predominately to shops and offices. Also includes major arteries linking parts of town or feeding traffic to commercial centre.	UC 1	Sealed	<b>SEALED SURFACE</b> Width depends on usage and location of existing assets such as kerb and channel or trees.	6 monthly
Urban Access Road (Primary).	Local road providing primary access to residential, industrial or commercial properties or to recreational facilities.	UA 1 UA 2	Sealed Gravel	<b>SEALED SURFACE</b> Width depends on usage and location of existing assets such as kerb and channel or trees.  Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly
Urban Access Road (Secondary).	A road or laneway providing secondary access to occupied properties, or access to vacant land.	UA 3 UA 4	Sealed Gravel	Surface may be either <b>GRAVEL</b> or <b>EARTH FORMATION</b> or <b>UNFORMED</b> depending on usage and available resources. Roads to be upgraded from gravel to seal or from natural surface to gravel in the next five years will be identified in Council's capital works program.  <b>Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	Upon request  Bus routes inspected 12 monthly and/or upon request.
Urban Access Road (Minor).	A road or laneway with minimal use.	UA 5	Earth	<b>NO CONSTRUCTION</b> Unformed road on natural surface only.  <b>Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	Upon request
Special Purpose 2	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) but provides an all weather surface or surfaced sections for a Special Purpose.	SP	Gravel	<b>GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE</b> For gravel roads the width will conform to one of two standard widths: <b>Type A:</b> Pavement width 5.0 m and formation width 8.5 m. <b>Type B:</b> Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced.  <b>Requests to extend, alter or upgrade an Special Purpose road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council.</b> <b>All roads in this category need to meet Council construction standards.</b>	24 monthly
Parking Bays or Areas	All parking bays or areas that have deemed to be a Council Asset for the sole purpose of parking	PB	Seal	<b>SEALED SURFACE</b> Width depends on usage and location of existing assets such as kerb and channel or trees.  Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly

- NOTES:**
- "Primary place of residence" means a house that is the usual place of residence of the occupant. It does not include houses that are occupied seasonally for farming purposes or houses that are otherwise occupied for short periods.
  - The widths shown in the "Target Construction Standard" column above for pavements and formations of unsealed roads are approximate only. Actual widths may vary due to physical constraints including drainage lines and vegetation. When the gravel pavements are resheeted and when maintenance grading of these pavements and formations is carried out no measurements of width are controlled. Because these works are carried out without control measurement, minor variations in width are likely to occur.
  - The inspection frequencies shown in this table are current at the time of the latest review of the road hierarchy. The frequencies are also shown in Council's Road Management Plan which is reviewed annually. Should discrepancies arise between the frequencies shown in the road hierarchy and those shown in the Road Management Plan, those in the Road Management Plan shall be deemed to be correct.
  - The categories shown here agree with those shown in Council's Road Register and Road Asset Register.